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Frank A. Munsey, Pres. R. H. Thierington, Sec.
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Washington, D. C., Thursday, June 12, 1913.

ROOSEVELT AND SULZER.

It is good to see Roosevelt and Sulzer campaigning New York together in the fight of the people against the bosses. It is the fight of all the people, of whatever party, against all the bosses, of whatever party.

It is still very doubtful whether the demand from the people will for the present move the New York legislature to pass a real primary law. Governor Sulzer is perfectly willing to veto any bogus one, and he will be sustained in doing it.

The bosses will only make their own reputation and ruin the more certain and complete, if they persist in their fight against what is now sure to be accomplished. They would be sensible if they joined in with the people and took their medicine graciously. Some of them might survive the dose. As they are behaving, none of them will.

C. O. D. PARCELS BY POST.

The postoffice is going to undertake the business of collecting and remitting the price of parcels sent by post. The sender may affix a special 10-cent stamp, for which the Government will not only insure the parcel up to \$50, but collect for it from the addressee, and return the money to the sender, in the form of a postal money order.

This is another long step toward making the parcel post the facility the public needs and wants. The system of collection and remittance is in force in most European countries, and adds greatly to the usefulness of the service. There is some reason to believe that the rates now made, for both insurance and collection, will prove too high; if so, they should be reduced. Experts who have studied these aspects insist that the insurance rate is altogether too high, and they incline to believe that experience will be followed by material reduction of the charges for both collection and insurance.

Just a reasonable margin of safety above the cost of the service, not a profit-earning excess, is what should be imposed for these facilities.

SLOW-FOOTED JUSTICE.

Three years ago Porter Charlton murdered his wife in Italy and fled to this country. He was promptly arrested and made a confession.

Then the case seemed to drop out of sight. It appeared almost impossible to bring about his extradition. One dilatory plea after another held up the courts. Critics of the technicalities in the American judicial system pointed to the case of Charlton, lying in a New Jersey jail, as proof of their contentions.

That the Supreme Court has at last given a final order for his extradition merely shows that justice is not impossible. The important thing about the decision is not what it decides, but how long it took to get any kind of a final ruling.

From the beginning the main facts were obvious. Italy asked for the prisoner's extradition and the United States intended to grant it, although there was an exchange of diplomatic notes on the usage of the respective countries under the treaty. Money was available for a prolonged fight in the courts and American judicial practice made the rest easy.

THE WEST VIRGINIA SITUATION.

Without getting the lid much more than pried loose, the Senate inquiry in the West Virginia coal fields has already proved that those who demanded it were entirely in the right. The suspension of the processes of civil law in favor of drum-head court-martial proceedings, at a time when the courts were in operation and perfectly capable of attending to their own business, is nearly or quite without precedent. The military commission which was sent into the disturbed regions seems, from the testimony, to have been quite as extreme in its methods as the most severe critics have charged. That there was no sufficient ground for a proclamation of martial law is argued from the fact that the regular processes of the courts were at no time suspended; the military commission merely moved in and assumed to exercise a jurisdiction that belonged to the courts, and that could not constitutionally be taken away from them unless a state existed in which the regular processes were suspended.

The theory on which the military commission acted was assuredly a fearful and wonderful one. Its members explain that they assumed that, martial law having been declared, the Constitution and all its guarantees were suspended. The military commission became the sole and supreme authority, and its discretion was limited by no consideration of constitutional rights and immunities. So men were arrested on order of the commission, tried without regard to legal forms, convicted by the commission in secret session, sentenced to punishments in many cases far exceeding those prescribed by the civil law for like offenses, and hurried away to prison without opportunity for appeal! If the accused person had done nothing that constituted an offense under the law, the commission felt that its authority extended even to the point of conjuring up some new offense, and convicting him for it!

It is easy to see how simple would be the process of ridding a region of "undesirables" under this system. Anybody would be an "undesirable" whom the military commission, or the powers behind it, so regarded. If he hadn't perpetrated a crime the

commission could lock him up on general principles. West Virginia's mining regions have been troublesome for a long time, but the outside world has until lately had but vague ideas as to the exact conditions there. One miner told the Senators that for three months mine guards warned him away from the company store where the postoffice was, and he was not permitted to get his mail. If the miners' union had done such a thing—and there is testimony that it was done in many cases on behalf of the operators—the officers of the union would have been indicted and prosecuted without limit or delay. Interfering with the handling of the mails ought, at least, to be as much a crime when perpetrated by one side as by the other.

THE ADVERTISING CONVENTION.

The Associated Advertising Clubs of America are holding a national convention this week in Baltimore, which is in many ways one of the most significant developments of modern business methods. Advertising has come to be one of the very great forces in business. It is the discoverer, the developer, the organizer, of Demand. It is the vendor's magnet, the buyer's guide. And it is a real servant to both buyer and seller just to the extent that it is direct, honest, and to the point.

Advertising is come to be recognized as one of the useful and worthy incidents of expense in getting merchandise transferred from producer to consumer. Time was when the cost of advertising was accounted by some superficial economists as social waste. It is not so considered now. Time was, too, when economic philosophies assumed that in every barter transaction one party or the other must be a loser, and "caveat emptor" was the rule of the business world. We don't look at trade in that way now. It is recognized that in legitimate trading both sides may profit at the same time; each side gets something it needs for something it does not need; each rids itself of a surplus in one direction in order to overcome a deficit in another.

Just exactly for the reason that we know, now, that in the vastly greater share of commercial transactions nobody is cheated, so we are able to understand that the instrumentality which promotes transactions, which brings buyer and seller together with the least imposition of expense, is a real assistant, and not a tax. The best possible proof that advertising is a positive benefit to commerce is to be found in the multiplied demonstrations that advertising cannot be successful unless it deals with things that are really useful, and brings them to the attention of the buyer at prices that are really commanding. For instance, advertising has made the public so familiar with what may be called price standards that fraud on the buyer in the way of plain extortion is well-nigh impossible. Women spend most of the money of the household, and women are the greatest readers of advertisements. They are bargain hunters; but in hunting for bargains they equip themselves, unconsciously, with a store of general information about current values and tendencies in values that makes it quite impossible to victimize them very much.

A POINT FOR THE LOBBY INQUIRY.

If the Senators who are investigating the lobby will study the recent prices of sugar in the markets they will learn something interesting.

Then if they will ask the various sugar lobby groups to explain these price conditions, they will give the public and themselves some light on conditions in this industry.

This season, a vast amount of Cuban sugar has been sent to England, despite the 20 per cent differential in favor of Cuban sugar that is granted under our treaty with Cuba. That indicates that in fact the 20 per cent preference is not helping the Cuban at present; if it were going to him he would be sending his sugar here and not to England.

Cuban sugar pays 40 cents duty per 100 pounds in England, and \$1.348 per hundred pounds here, taking 96 per cent purity as the basis, as is commonly done.

Yet, with almost a cent's advantage in the British market, sugar has recently been selling at almost exactly the same figure in the wholesale markets of London and New York. It is an extraordinary condition. Our tariff being a cent higher than the British, we should, if conditions were normal and legitimate, pay a cent more for sugar than the English. Ordinarily we do, too; the difference was shown during the debates four years ago to be larger than that.

Why are our refiners, at this time, cutting down to the London price? That is one thing the tariff makers need to know.

We are being told by some of the lobbies that sugar is now as cheap in America as in "free trade England." Therefore the duty is not costing the consumer anything.

And these London and New York prices are quoted to prove it.

Are these prices being made for the special purpose of furnishing an argument in favor of retaining the duty?

Decidedly, the indications point to that conclusion. We hear just now a vast deal about how the increased domestic production of sugar has forced the price down to the London level. But we don't hear much about conditions eighteen months ago, when the same sugar that is now quoted around 4 cents wholesale, was at 7½ cents wholesale.

To what extent is the present phenomenally low price of sugar legitimate, and to what extent is it artificial—a price made low in order to weaken the demand for reduction of the tariff?

Virgil's Tomb in Danger.

The tomb of Virgil is in danger of destruction. This has for centuries been one of the literary shrines in the neighborhood of Naples; whether the ashes of the poet were really placed there, no one can be sure. But it is in the region which he loved, and the tradition that names it his last resting place may easily be correct.

But the base of the hill has been honeycombed in recent years by quarries of building stone, the work was done carelessly, and a few weeks ago, while all Naples was celebrating the feast of the liquefaction of St. Januarius' blood the whole side of the hill collapsed, leaving the tomb perched on a shaky pinnacle of rock.—Boston Globe.

THIS & THAT

With Sometimes a Little of the Other

ATTENTION OF THE NATIONALS.

Along in March and April days,

The days you were maintaining camp,

Enthusiastic was the praise

That traveled from that training camp.

But when you hit the op'ning game,

How sad was the reality!

For where your skill, and what became

Of all your classically?

It's not as though you had to bluff—

In fact, that is the deuce of it—

They all admit you have the stuff,

But simply don't make use of it.

Get in the struggle! Tend to biz,

And battle ev'ry inning out.

Remember that it never is

Too late to pound a winning out.

So up and at 'em! Sally in!

Get back the games they copped

on you!

For holy Mike! I'd like to win

The currency I dropped on you.

Friday, June 12, 1913, the papers tell us, "is a combination that will never occur again." But the same, if you remember your history, was true of Thursday, January 10, 1143, and Monday, May 2, 1767.

IF IT KEEPS ON.

(Various suggested titles for the so-called Climbers.)

The fifteen.

The Settlers.

The Slippers.

The Tumbler.

The Recliners.

The Smashionals.

The same despatch that calls England's polo four the flower of the nation mentions also that it is a picked team. Which appears to hold the germ of a jollity.

"Picked team," by the way, should put up at the Personal Friends' Club while in this country.

Going the Limit in Leesburg.

(From the Leesburg, Fla., "Commercial.") Several songs were sung, and then came the watermelon cutting, after which "God Be With You Till We Meet Again" was sung, and the visitors began to leave for their homes.

Replying to Kensington, who demands an antepenultimate rhyme for lobbyist: Though you're the tariff lobby, is't A proof that you're a lobbyist?

So many have called our attention to the statement that Walter Johnson "used nothing but terrific speed, and a change of pace, together with a quick-breaking curve," that perhaps it's worth printing after all. "If that is nothing," adds one contributor, "wait—ell has the rest of the staff!"

IF —

If barbers, while they're cutting hair, Would cut the conversation, Then columning would be, I swear, A greater aggravation.

If it weren't for our embargo on humor we would reprint the Independence Day committee's statement that "The Fourth of July celebration in Washington is a free entertainment in every sense."

THE FUTURITY CLUB.

B. G.: "The Climbers."
H.: "The drop in the cost of living."

We hesitate to spotlight our ignorance, but how can a yacht put into a closed port, anyhow? • • • Oh, thank you so much.

Life to Doc Muller, presumably, is just one poppin' tablet after another.

Why Insurance Companies Grow Rich.

(From the "Times.") Included in its assets is a \$10,000,000 life insurance policy, on which he has borrowed the full cash value, \$2,500.

The chiefsoffice, as one of them explained to us, "went down the river by boat and came back by moonlight." And some of them are not exactly spry, either.

Call off the vocational bureau. Dr. Suff practices successfully, we hope, in Fredricksburg, Va.

Count that day laid along inferior lines, On which no foreign cabinet resigns.

The Climbers' predicament, we discovered, can be summed up in one trenchant sentence:

More climbed upon than climbing.

G. B. K.

The Minnesota Rate Cases and the Decision of the Supreme Court.

(From the New York Press.)

It would have been better for everybody concerned if those who leaped headlong into premature conclusions about the Minnesota decision—railroad men, bankers, investors, editors, and even lawyers—had waited to look carefully at all the facts of the decision. Mr. Justice Hughes, who wrote the opinion, thinks and speaks very clearly. But the full decision was very long. It not only covered much ground, but approached it from many angles. Furthermore, a large part of the decision was highly technical and, therefore, to be perfectly understood, even by experts and specialists, needed deliberate examination and close analysis.

Taking snap judgment from summaries of the decision, extracts of scattered sentences and disconnected paragraphs, many people directly interested and understanding exactly what the suits were, nevertheless fell into error about the meaning of the decision. It is not surprising, then, that the general public was left in confusion of mind as to even what the suits were about. It may be well, therefore, to begin at the beginning.

Several years ago the State of Minnesota fixed passenger and freight charges at lower rates than were then existing within the State. Also they were fixed at lower rates than those authorized by the Interstate Commerce Commission for interstate traffic.

Railroads brought suits to have the State rates set aside, asking for Federal rulings on the power of State authority to come into conflict with the national authority on rates, as well as a determination of "unreasonable" rates involving the question of confiscation.

In the lower courts the railroads won victories for their contentions. Especially was this true in the matter of the "unreasonableness" of the State rates, the lower Federal courts holding that the State rates were not high enough to enable the roads to earn a sufficient return upon the just and fair valuation of their properties.

The Supreme Court on Monday—after years of threshing out the cases in the lower courts—reversed the previous decisions with one unimportant exception.

The Supreme Court opinion held, for one thing, that the State did have the power to make rates within its own boundaries, because Congress, in all its regulation of interstate commerce, never had taken away that power from the States.

Here was the first chance for horseback opinion to go astray, because a large part of the public—especially the stock market—seems to have concluded from this part of the decision that all the States of the Union were thereby licensed to make forty-eight different kinds of rates, all working in forty-eight different kinds of ways to burden the interstate commerce rates and to confound the distracted railroads.

But nothing of the sort was decided. The decision said Congress had left the power of rate making to the States within their own boundaries, but it did not say that this power couldn't, and wouldn't be taken away from them. On the contrary, it very emphatically affirmed the power of Congress to protect its own rates in every way, and, if necessary or desirable, to take rate making entirely out of the hands of the States. Indeed in this way it gave Congress a very broad hint to do that very thing, as may be seen from the following extracts:

The paramount authority of Congress enables it to intervene at its discretion for the complete and effective government of that which has been committed to its care, and for this purpose and to this extent, in response to a conviction of national need, to displace local laws by substituting laws of its own.

The authority of Congress extends to every part of interstate commerce and to every instrumentality or agency by which it is carried on; and the full control by Congress over the subject is committed to its regulation is not to be denied or thwarted by the commingling of interstate and intrastate operations.

If the situation has become such by reason of the interblending of the interstate and intrastate operations of interstate carriers that adequate regulation of their interstate rates cannot be maintained without imposing requirements with respect to their intrastate rates which substantially affect the former, it is for Congress to determine, within the limits of its constitutional authority over interstate commerce and its instruments, the measure of the regulation it should apply.

Far from the decision having approved rate making anarchy, therefore—as those who created a rather panicky stock market seemed to think—the decision was more of a victory on that score for the railroads. Probably ex-President Taft, both as a lawyer and as the Chief Magistrate having to do with those rate cases for years, entirely versed in the whole subject, does not overstate the effect of that part of the decision when he says:

The court holds that Congress has complete power to control interstate commerce and to regulate it, and that this necessarily includes the power to regulate such business within State lines as affects indirectly interstate business.

But the court holds that until Congress acts in respect to such business within the State it must be left to the action of the State.

The judgment of the court is a broad declaration in favor of the plenary power of Congress to vest the Interstate Commerce Commission and the Federal courts, or some other appropriate instrumentality, with the authority to regulate and restrict such improper or prejudicial interference with interstate commerce as the fixing by a State railroad commission of merely State rates may involve.

The result of the main issue is a great victory in principle for the national control of interstate commerce and the possession by Congress of the right to use every appropriate means to render that control effective and uniform.

Anyhow, it must be pretty clear by now to nearly everybody who has studied the decision since the first excitement arose over it that if the railroads did not win a direct and immediate victory in that part of the opinion, a very substantial gain was made for them in the first step now taken—or it might be better to say the first action now invited—to set up a complete, co-ordinate, singly responsible authority

—that of the Interstate Commerce Commission—to do all the rate making.

Then again for the alarm over the "valuation" part of the decision.

So far as concerned the Minneapolis and St. Louis Railroad, the decision held that its earnings within the State already were so low that the reduced rate in effect became confiscatory and therefore was in violation of the Constitution of the United States, and thus, in the case of that particular railroad, null and void.

But the complaints of the Northern Pacific and Great Northern as to the "unreasonableness" of the rates as applying also to them were dismissed with the opinion that in the particular case of those roads the rates were not too low to give the carriers a fair return on what might be considered a fair valuation of their property and of the service performed by them.

But here again the court emphasized the fundamental rights of the railroads, for it distinctly stated that their property "is not placed at the mercy of legislative caprice." It also declared that the railroad is entitled to, and has, "the right to receive just compensation for the services given to the public."

There was nothing in that part to arouse the fears of the investing public as to a new Government policy of "legalized confiscation." The court set itself directly against inadequate returns.

But the opinion of Mr. Justice Hughes did assert some principles of railroad valuation that were not favorable to the railroads. He did hold that the special purposes to which railroad property was put could not be assumed to make a special valuation for that property.

Public opinion will hold with Mr. Justice Hughes that special valuations—particularly when they are merely artificial—ought not to place a burden on the public. We agree, for example, that a charter granted years ago by the people at no cost, however valuable it may have become to a railroad in the intervening generations, ought not to be set up as a stupendous asset upon which those using the railroad should be asked to make to the company a suitable return. So far as that particular item is concerned, the public did its share when it granted the charter.

But we doubt that there is anything in the opinion of Justice Hughes about "special uses" and "special values" to warrant the conclusion that the Supreme Court held, or would hold, for example, that the Pennsylvania railroad's tunnel under the Hudson river should have its real value to the railroad knocked out of it because it might have no value for any purpose than the special purpose of the Pennsylvania railroad.

It might be worth very little, relatively it might be worth nothing at all for other purposes, but the plainest principles of justice and equity as well as common sense would rule that the valuation of that tunnel as Pennsylvania property should be determined not by the valuation of "adjacent property"—perhaps some of it of no value at all—but by all that the railroad in any way put into that vastly expensive enterprise for the improvement of its service and the benefit of the public using it.

Nobody is justified in assuming that the Supreme Court, or Congress, or the American people takes any other point of view about such a thing.

Then again to the valuation reached by an estimate of the cost of reproduction of roadbeds, tracks, substructures, super-structures and other part of the "real estate," Mr. Justice Hughes objected as mere speculation.

But he didn't declare that if a great railroad put two hundred millions, says, into a magnificent terminal like the New York Central, the valuation of that terminal should be determined by "adjacent real estate" in the side streets, perhaps not used for any important purpose whatsoever. And nobody has the right to conclude that the Supreme Court or any other competent authority would want to value a great and costly terminal structure on the basis of, say, some shacks in its neighborhood.

The Supreme Court decision in the Minnesota rate cases does make it clear that the public cannot be taxed to make excessive returns on good will or any artificial or unjustifiable valuation whatsoever. But this has been clear for some time. "Water" is no longer a railroad investment that belongs on the inventory. This has been perfectly understood by enlightened railroads. Whatever has been done in the past, they are not trying to do that sort of thing now—not the enlightened railroads; and only the enlightened railroads continue to be successful in the management of their great properties.

So there was no occasion for wild excitement over threatened confiscation in the rate decision. There was no justification for the stock market conditions that were very nearly panicky. Those who know most about the United States laws and the railroads operating under them didn't think so on Monday or Tuesday. Perhaps numbers of people who did think so on those days don't think so now, when they understand the facts and circumstances better.

One word more: It is reasonably certain that the important railroads of the country will today—in harmony with this opinion of the Supreme Court—inventories on the basis of cost of reproduction, or any other plan of arriving at present day values—will inventory well above the total amount of their outstanding stocks and bonds and their other liabilities.

And a good thing in connection with this decision is that it points out the way for inventorying railroads, thus taking a big step toward clarifying the whole railroad situation.

Hedgeville Editor

By John L. Hobbie

No man ever lies. He only substitutes something just as good for the truth.

If David Graham had been born a year earlier he would still always be twenty minutes behind.

Mr. Derks says that imaginary grievances are a great deal harder on the nervous system than real ones.

Harry Parks says he is so brave that he can watch other people suffer without shedding a tear.

Some people are smart and some have good sense; and a few can claim both distinctions.

Logical.

MABEL'S auntie was expected on a visit. Just as she was almost due to arrive a telegram came which read:

"Misses' train." Will start at same time tomorrow.

Magel hurried home from school expecting to greet her aunt, instead of doing so, however, she was shown the telegram. She read it through carefully and then remarked:

"How silly of auntie, mamma."

"Was dear?" inquired her mother.

"Well, don't you see that if she starts tomorrow at the same time she'll lose her train again?"—Pearson's Weekly.

When It Is Time To Stop Working

RECENTLY the papers told of a man who had not missed a working day from his desk job for forty-seven years. The papers mentioned this fact in announcing his death.

There are no available facts upon which to base a presumption that he might have lived a few years longer had he pulled down the lid of his desk for a few weeks each year and gone off somewhere and forgotten the job and enjoyed himself. But that presumption is a fair one all the same, without any actual concrete facts to sustain it. And there is no man more of very high regard who would have got a good deal more out of life had he declined to be so shackled to his desk.

Parts of machinery that move in a groove have to be renewed pretty often. They wear out quickly. The human organism is a machine of very high mechanism, but the human machine resembles the inanimate machine in respect of its ability to withstand the grind. The worn machine can go on working, of course, but it shows a lot of what the mechanicians call "lost motion" and its efficiency is in the decrease all the time. Some very level-headed experts on the subject of culture affirm that even so inanimate and

unimaginative object as a razor occasionally needs a "rest." The razor with constant usage becomes wiry, inefficient, out of sorts. It is not sharpening that it needs. It requires a "rest." And when it gets its "rest" it gives far better service when it is taken up again.

Efficiency is the most important word in modern life, in the sense of on-the-jobness. But efficiency does not mean that its possessor must make a fetish of it. Generally speaking, the most efficient folk are those who are wholly unconscious of their efficiency. When we begin to make efficiency a mania we are inadvertently undermining our efficiency to just the extent of our adherence to the mania. Efficiency is a normal, not a morbid, virtue or quality. And the man whose efficiency or on-the-jobness is not improved by the right sort of a vacation simply does not exist.

The job will keep. The work can be done. Man, being human, needs renewal. We begin to get a better grasp of the meaning of life when we ascertain that we are not indispensable. Modern business conditions permit of and call for every man having a vacation. Not to take the vacation out of an over-ripe conscientiousness is an injurious form of penance that has long been out of date.

What's on the Program in Washington Today

Masonic meetings: George C. Whiting Lodge, No. 22; William G. Hunt Chapter, No. 16, Order of Eastern Star; Harmony Lodge, No. 21, Knights of Pythias, evening.
Logan Tribe, No. 8, Red Men, and Sioux Tribe, No. 18, evening.
Columbia, No. 10; Excelsior, No. 17, and Salem, No. 22, I. O. O. F., evening.
Last meeting of season of the Western High School Parent-Teachers' Association, afternoon.
First golf tournament of Washington Country Club, June 12-14.
Lecture by James A. Fulton, under auspices of American Monetary League, Public Library, tonight and tomorrow night.
Meeting of Original Garfield Citizens' Association, evening.
Reception to Cardinal Gibbons, Holy Cross Academy, 8 p. m.
Commencement of hospital training school, Georgetown University, Gaston Hall, 4 p. m.
Celebration of Flag Day in District schools.
Keane Council, Knights of Columbus, evening.

Amusements.

National—"Cavalleria Rusticana," 8:15 p. m.
Columbia—"The Time, the Place, and the Girl," 8:15 p. m.
Poll—"The Concert," 2:15 and 8:15 p. m.
Belasco—"Antarctic Pictures," 3 and 8:30 p. m.
Echo—All amusements.
Cherry Chase—Lake dancing and music by section of Marine Band.